

DATE : 1733Z 27 AUG 1961

TO ~~TOP SECRET~~

TO : DIRECTOR

FROM : [REDACTED]

ACCRDNE: OPS (1-2-3-4-5)

INFO : S/C (6)

CLZ

~~OPERATIONAL IMMEDIATE~~

OPERATIONAL IMMEDIATE

IN-16123

25X1A TOR: 1733Z 27 AUG 1961

25X1A

25X1A

25X1A

OPIM [REDACTED]

INFO

[REDACTED]

INFO

[REDACTED] 063

F. 358 IN 71.

H. AS OF 27/1800L.

END OF MESSAGE

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DATE : 0723Z 27 AUG 61

TOP SECRET

ROUTING

A	B	C
D	E	F
G		

25X1A To : DIRECTOR

FROM : [REDACTED]

ACTION: OPS (1-2-3-4-5)

INFO : S/C (6)

CX

TOP SECRET

OPERATIONAL IMMEDIATE

OPERATIONAL IMMEDIATE

IN 16110

TOR: 0723Z 27 AUG 61

25X1A OPIM [REDACTED]

INFO [REDACTED]

ONE [REDACTED]

061

25X1A [REDACTED]

25X1A [REDACTED]

- A. GF 61-25
- B. 27/1935Z
- C. NA
- D. 358

25X1A [REDACTED]

25X1A [REDACTED]

- E. [REDACTED]
- F. [REDACTED] 28/0530Z LANDING (EST BASED ON MINUS 25 COMPONENT)
- G. NA

25X1A [REDACTED]

H. NONE. FOR [REDACTED] CALL SIGN FOR BOTH LEGS [REDACTED]

25X1

END OF MESSAGE

TOP SECRET

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DATE : 0656Z 27 AUG 61

TOP SECRET

1	A
2	B
3	C

TO : DIRECTOR

TOP SECRET

OPERATIONAL IMMEDIATE

25X1

FROM :

[REDACTED]

ACTION:

OPS (1-2-3-4-5)

INFO :

S/C (6)

CX

TOR: 0656Z 27 AUG 61

OPERATIONAL IMMEDIATE

IN 16109

25X1

25X1

OPIM

[REDACTED]

INFO

[REDACTED]

INFO

060 25X1

25X1

REF

[REDACTED] 059 (IN 16108)

25X1

A. GM 61-21.

25X1

B. ATD 26/2330 Z.

25X1

C. LANDED [REDACTED] 27/0035Z.

25X1

D. [REDACTED]

25X1

E. HIGH ALT TEST FLIGHT. MISSION UNSUCCESSFUL, SEE REF MSG.

25X1

A. GM 61-22.

25X1

B. ATD 27/0235Z.

25X1

C. LANDED [REDACTED] 27/0425Z.

25X1

D. [REDACTED]

25X1

E. HIGH ALT TEST FLIGHT. MSN SUCCESSFUL, SEE REF MSG.

END OF MESSAGE

TOP SECRET

TOP SECRET

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DATE : 0652Z 27 AUG 61

TOP SECRET

	4
2	5
3	6

TO : DIRECTOR

TOP SECRET

OPERATIONAL IMMEDIATE

25X1

FROM :

ACTION: DPD (1-2-3-4-5-6-7-8-9-10)

INFO : S/C (11)

CX

TOR: 0652Z 27 AUG 61

OPERATIONAL IMMEDIATE

IN 16108

25X1

TO

OPIM

INFO PRITY

CITE

059 25X1  
25X1

25X1

REF [ ] 1930 (IN 16035)

1. ARTICLE 358 FLOWN TWICE 27 AUG FIRST TIME WITH FUEL TANK OUTBOARD RAM TUBES REMOVED. LIGHT CAME ON AT TWELVE THOUSAND FT DURING DESCENT AS INDICATED REF PARA 1. YO YO TEST EQUIPMENT NOT AVAILABLE THIS LOCATION.
2. TANK OUTBOARD RAM TUBES WERE INSTALLED ON SECOND FLIGHT. RAIN SHOWERS WERE AVOIDED ON CLIMB OUT. TWO CLIMBS AND TWO DESCENTS WERE MADE TO ALTITUDE. LOW LEVEL LIGHT DID NOT COME ON.
3. RESULTS OF THESE TESTS FURTHER STRENGTHEN THEORY THAT HEAVY COLLECTION OF MOISTURE IN RAM TUBES HAVE BEEN FREEZING AT ALTITUDE AND PREVENT PROPER VENTING OF TANK PRESSURE ON DESCENT.
4. CONSIDER ARTICLE IN COMMISSION AND SAFE TO FLY ON LONG RANGE FLIGHTS BUT WILL ATTEMPT IN SO FAR AS POSSIBLE TO AVOID HEAVY RAIN ON CLIMB OUT.

END OF MESSAGE

TOP SECRET

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